



CITY OF SACRAMENTO

OFFICE OF THE CITY CLERK
915 I STREET
CITY HALL ROOM 203

SACRAMENTO, CALIFORNIA 95814
TELEPHONE (916) 449-5426

CITY MANAGER'S OFFICE
RECEIVED
NOV 12 1981

LORRAINE MAGANA
CITY CLERK

November 17, 1981

Honorable Mayor and City Council
City Hall
Sacramento, CA 95814

SUBJECT: Approval of Canvass of Votes, November 3, 1981 General
Municipal Election

Members in Session:

SUMMARY

Pursuant to Section 62.8 of the City Code, the City Council must receive the Canvass of Votes no later than the second Tuesday after an election for approval.

RECOMMENDATION

It is recommended that the attached resolution which approves the Canvass of Votes and declares Terry Kastanis and David Shore as elected be adopted.

Respectfully submitted,

Lorraine Magana
Lorraine Magana
City Clerk

RECOMMENDATION APPROVED:

Walter J. Slipe
Walter J. Slipe
City Manager

LM/mm
Attachment

November 17, 1981

All Districts
APPROVED
BY THE CITY COUNCIL

NOV 10 1981

OFFICE OF THE
CITY CLERK

81-842

RESOLUTION No.

Adopted by The Sacramento City Council on date of

NOVEMBER 17, 1981

**RESOLUTION DECLARING THE RESULTS OF VOTES CAST IN THE
GENERAL MUNICIPAL ELECTION HELD ON NOVEMBER 3, 1981**

WHEREAS, pursuant to the provisions of the City Charter, the Elections Code of the State of California, and resolutions of the City Council heretofore adopted, a General Municipal Election was regularly held on November 3, 1981.

NOW, THEREFORE, BE IT RESOLVED that the Council does declare that said general municipal election was duly and regularly held and conducted on November 3, 1981, and the City Clerk of the City of Sacramento did duly and regularly cause to be canvassed the vote on said election, and reported the result of said canvass to the City of Sacramento as follows:

COUNCIL DISTRICT 1

DAVID M. SHORE	2,339
ROGER DICKINSON	2,110

COUNCIL DISTRICT 7

TERRY KASTANIS	2,551
SAM PANSELL	1,595

BE IT FURTHER RESOLVED that the Sacramento City Council hereby declares that the following are elected:

DAVID M. SHORE, Councilperson for District 1, commencing November 24, 1981

TERRY KASTANIS, Councilperson for District 7, term commencing November 24, 1981

BE IT FURTHER RESOLVED that the Statement of Vote dated November 12, 1981, prepared and certified by the Registrar of Voters of the County of Sacramento, is hereby made a part of this resolution and attach a copy thereof on file in the Office of the City Clerk.

MAYOR

ATTEST:

CITY CLERK

APPROVED
BY THE CITY COUNCIL

NOV 17 1981

OFFICE OF THE
CITY CLERK



COUNTY OF SACRAMENTO
DEPARTMENT OF VOTER REGISTRATION & ELECTIONS
3700 BRANCH CENTER ROAD, SUITE C
SACRAMENTO, CALIFORNIA 95827
(916) 366-2051

RECEIVED
CITY CLERK'S OFFICE
NOV 16 7 56 AM '81

ERNEST R. HAWKINS
REGISTRAR OF VOTERS

Dwight M. Beattie
Chief Election and
Registrar Technician

November 13, 1981

Lorraine Magana, City Clerk
City of Sacramento
Courthouse
915 "I" Street
Sacramento, California 95814

Dear Ms. Magana:

Enclosed is a "Certificate of Facts" for the November 3, 1981, Run-Off Election in Sacramento City Council Districts I and VII.

The "Statement of the Vote" will be forwarded to you as soon as it is received from the printer.

Very truly yours,

Ernest R. Hawkins

Ernest R. Hawkins
Registrar of Voters

Enclosure

cc: Fred Williams
Assistant County Counsel

APPROVED
BY THE CITY COUNCIL

NOV 17 1981

OFFICE OF THE
CITY CLERK

STATE OF CALIFORNIA)
) ss.
County of Sacramento)

RECEIVED
CITY CLERKS OFFICE
CITY OF SACRAMENTO
Nov 16 7 56 AM '81

CERTIFICATE OF FACTS

I, Ernest R. Hawkins, Registrar of Voters of the County of Sacramento, do hereby certify that the names of the candidates shown below were submitted to the known electors in Sacramento City Council Districts I and VII for the purpose of electing one Councilman from each district, at the Consolidated Districts Election held on Tuesday, November 3, 1981.

The results of the Official Canvass conducted by this office are as follows:

CITY COUNCIL DISTRICT I

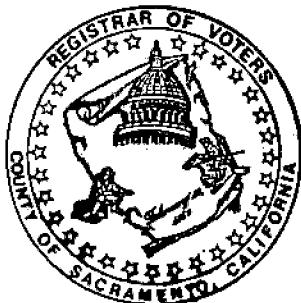
	<u>VOTES CAST</u>
David M. Shore	2,339
Roger Dickinson	2,110

CITY COUNCIL DISTRICT VII

	<u>VOTES CAST</u>
Terry Kastanis	2,551
Sam Pannell	1,595

And that the conduct of the election and canvass of the ballots was in every respect in accordance with the election laws of the State of California.

WITNESS MY HAND AND SEAL THIS 13TH DAY OF NOVEMBER, 1981



Ernest R. Hawkins

Ernest R. Hawkins
REGISTRAR OF VOTERS
County of Sacramento
State of California

APPROVED
BY THE CITY COUNCIL

NOV 17 1981

OFFICE OF THE
CITY CLERK

COUNTY OF SACRAMENTO

DEPARTMENT OF AIRPORTS

6968 AIRPORT BOULEVARD
SACRAMENTO, CALIFORNIA 95837
(916) 929-5411



DIRECTOR OF AIRPORTS

George W. McLaughlin

November 9, 1981

Ms. Karolyn Simon, Chairperson
Reliever Airport Committee
1400 45th Street
Sacramento, CA 95819

Dear Ms. Simon:

Attached please find minutes of the October 20, 1981 Reliever Airport Committee meeting, meeting agenda and revised (November 1981) Committee Membership Roster for use at the Thursday, November 19, 1981 Reliever Airport Committee meeting.

Sincerely,

A handwritten signature in cursive script that reads "Kenneth R. Joule".

Kenneth R. Joule
Deputy Director of Airports
Operations and Maintenance

LEK:ewd

cc: Committee Members
Board of Supervisors
Clerk, Board of Supervisors
City Council
City Clerk
ALUC
City Planning Department
Hodges & Shutt
ESA
CalTrans

COUNTY OF SACRAMENTO
DEPARTMENT OF AIRPORTS

6968 AIRPORT BOULEVARD
SACRAMENTO, CALIFORNIA 95837
(916) 929-5411



DIRECTOR OF AIRPORTS
George W. McLaughlin

November 9, 1981

N O T I C E

The November 1981 meeting of the Reliever Airport Committee has been rescheduled to Thursday, November 19, 1981. The meeting will be held at 12:00 Noon in the Executive Airport Conference Room.

The November 1981 meeting was rescheduled to allow additional time to prepare material in response to direction received from the Board of Supervisors on October 29, 1981.

DEPARTMENT OF AIRPORTS

cc: Committee Members
Board of Supervisors
Clerk, Board of Supervisors
City Council
City Clerk
ALUC
City Planning Department
Hodges & Shutt
ESA
CalTrans

COUNTY OF SACRAMENTO

Inter-Department Correspondence

DIRECTOR'S OFFICE

Date October 29, 1981

[Handwritten initials]

To : GEORGE McLAUGHLIN
DIRECTOR OF AIRPORTS

From : BETTY D. POOHAR, Clerk *[Handwritten initials]*
Board of Supervisors

Subject: Item #12 - October 29, 1981 Agenda
Reliever Airport Study

The Board of Supervisors, at a regular meeting held Thursday, October 29, 1981, deleted Mather AFB and McClellan AFB from the Airport Study; Eliminated Metro Airport from the Reliever Airport Study; Directed to reflect in the study the limits of Phoenix Field, Franklin Field & Executive Airport; Directed the Reliever Airport Committee restudy the scope on Phase I and come back to the Board with a recommendation as to where the money is going to come from and for approval of the scope.

BDP/jlk

cc: Reliever Airport Committee
County Executive

RELIEVER AIRPORT COMMITTEE MEETING

November 17, 1981

12:00 Noon

Executive Airport - Conference Room

A G E N D A

1. Approval of Minutes for Meeting of October 20, 1981.
2. Announcement of Staff Change
3. Introduction of Guests and New Representative from Mather Air Force Base
4. Reliever Airport Study/System Study - Status in light of recent Board of Supervisors Decisions
5. OLD BUSINESS
 - A. Ex-Officio Voting Status
 - B. Reports to Planning Commissions, Board of Supervisors and City Council
6. NEW BUSINESS
 - A. General Aviation Slide Presentation
7. Set Next Meeting
8. Adjournment

RELIEVER AIRPORT COMMITTEE MEETING
October 20, 1981
12:00 Noon
Executive Airport - Conference Room

ATTENDANCE

The meeting was called to order at 12:07 p.m. by the Chairperson, Karolyn Simon. Those present were:

COMMITTEE MEMBERS

Karolyn Simon, Chairperson, Environmental Council of Sacramento
Russ Kilmer, Vice Chairman, Sacramento Area Joint Aviation Council
Nancy Woolley, League of Women Voters
Howard Winter, Executive Airport Advisory Committee
Roger Schenken, Member-at-Large, County
Christine Hunter, Member-at-Large, City (late arrival)
Grant Caywood, Metropolitan Chamber of Commerce (early departure)
Lt. Col. Daniel R. Weber, Ex-officio, McClellan A.F.B.

STAFF

Ken Joule, Department of Airports
Larry Kozub, Department of Airports
Anne Parke, City Planning Department
Jan Bunch, Airport Land Use Commission
Betty Dietz, Recording Secretary, Department of Airports

OTHERS PRESENT

Dave Hodges, Hodges & Shutt
Mike Lake, City Planning Department
Lou Mencarini, Manager, Lincoln Airport
Doug Dempster, Sacramento Bee

ABSENT

Barbara Goetz, Member-at-Large, County
Patricia Woods, Member-at-Large, City
Eddie E. Lewis, Facility Chief, McClellan RAPCON, Ex-officio
Mather Air Force Base Representative
Environmental Science Associates Representative

APPROVAL OF MINUTES

The minutes of the August 25, 1981 and September 15, 1981 meetings were approved as mailed.

INTRODUCTION OF GUESTS

Ms. Betty Dietz was introduced as the new recording secretary. Self introduction of committee members and staff followed.

OLD BUSINESS

1. Phase I Public Meetings and Workshops - Summary Report

Mr. Kozub gave a brief summary of the September 19 and September 26 public meetings. Attendance at the September 19 meeting held at American River College was comprised of approximately 10 students and members of the League of Women Voters. One workshop session was conducted at this meeting. Attendance at the September 26 meeting held at Sacramento City College was low (about 32 people) however 27 participants remained for two workshop sessions. Consultants and airport staff are presently undecided how to properly weigh the workshop results because of the low attendance; however, workshop responses will be used in the Phase I Interim Report.

Mr. Hodges presented a summary of the more significant workshop responses.

- a. There were various individual perceptions regarding the definitions of access, however, a universal response of 30 minutes was given as the maximum acceptable or reasonable driving time from origin to airport. This was qualified as to type of user (personal or business) and quality of facilities (major development or minor development). There is also a perceived attitude of traffic congestion in the Roseville area. This was most often mentioned relative to Lincoln Airport, i.e., type of roadway access available to Lincoln Airport in the future. If Lincoln is a potential choice, improvements to the ground access must be made. Also often mentioned was the potential impact of light rail or regional transit. This was surprising to the consultants because contemporary studies show that public transit receives little or no use specific to general aviation.
- b. Noise was considered the most significant environmental impact. Preservation of agricultural land was mentioned frequently.

- c. Definitions of major vs. minor impacts were categorized as: new airport (major impact), and expansion of an existing airport (minor or moderate impact). Also universal was the idea that removal of any prime agricultural land is a major impact regardless of new airport construction or expansion of existing airport. Non-prime agricultural land was considered a minor impact.
- d. Safety was mentioned as the most important county objective regarding airport development. County support of private airports and overall land use encroachment protection were also listed as important objectives.
- e. To the question "if you were on the Board of Supervisors, what questions would you want answered?", responses included:
- 1) What are the aircraft vs. auto emissions (air quality)?
 - 2) What is the user group comprised of (business, recreational, etc.)?
 - 3) What is the effect of not meeting demand?
 - 4) What problems are associated with mixing large and small aircraft?
 - 5) What is the possibility of joint public/private development.

Although Mr. Hodges stated his disappointment with the turnout at the public meetings, he said they were the most productive workshops Hodges & Shutt have participated in.

Mr. Joule said he was also impressed with the workshop participants and felt much of the credit belongs to the League of Women Voters who acted as facilitators and kept the discussion going.

Ms. Simon asked if a Summary Report on the meetings/workshops was still being considered by the Department of Airports. Mr. Kozub said it was. A Summary Report will be prepared largely for the benefit of the FAA so they can monitor our public involvement program. Copies of the report will also be distributed to various city and county departments as well as to committee members.

Mr. Caywood said that he has noted from recent experience by his firm that large influential companies consistently look at available air transportation facilities as a factor in locating

business expansion. He has also noted that Sacramento ranks among the bottom in relation to places where companies want to build, largely because of their perception as to how they will be treated within this community.

2. Status Reports to City Council and Board of Supervisors

On September 22 the Board of Supervisors requested a status report on the selection process regarding the preliminary 10 sites thus far identified. A status report was scheduled for October 13. Subsequently, the City Planning Department requested a status report be given to the City Council. This report was scheduled for October 6th.

Both reports were "nonstandard" in that they were not part of the original workscope or previously coordinated with the Reliever Airport Committee. Mr. Kozub telephoned committee members advising them of the situation. Mr. Hodges gave both reports. Both reports were essentially the same as given during the public meetings.

It was felt that the City Council misinterpreted, to some extent, the purpose of the status report and the process used to identify the 10 sites. The City Council has requested certain actions to be taken by the committee as a result of the October 6th meeting. Ms. Simon said that there seems to be some confusion on the part of the City Council in not understanding how closely this committee has worked with the consultants.

The Board of Supervisors expressed concern that Metro Airport not be selected as the reliever airport. Mix of small and large aircraft was their prime objection. Concern was expressed regarding the financial improbability of developing a totally new airport site. Removal of Franklin Field from the preliminary listing was also discussed.

Ms. Simon said that the first item the City Council wanted was a committee vote on the acceptance of the 10 sites selected by the consultants. Although the committee has had much discussion on the list of 10 sites, a formal vote has never been taken. Ms. Parke read the two motions made by the City Council (letter attached to minutes). This issue was then open to committee discussion.

Lt. Col. Groninger said that a letter is being prepared by base command stating opposition to the selection or identification of McClellan Air Force Base (MCC) as a reliever airport site. Although inclusion on the list of the top 10 candidate sites is not objectionable, it is not feasible to consider it in the top 3 or 4. Factors negating joint use include the unacceptable mix of high performance jet aircraft and small general aviation aircraft, security requirements associated with the Air Logistics Command (ALC) mission of McClellan and the land use constraints associated with construction of a parallel runway for general aviation activities.

Mr. Schenken inquired as to the possibility of a parallel runway to the east of the existing runway at McClellan. This option was not considered feasible by Lt. Col. Groninger or Mr. Hodges because of the intensity of existing base developments on the east side.

Mr. Kilmer felt that joint use at MCC would be very practical because land would not need to be purchased for buffering. Length of a new parallel runway would be only about 3,000 to 4,000 feet and access is readily available to the west side via Raley Boulevard/16th Street. Land values are less in the vicinity of MCC than elsewhere. If the stated problems can be worked out, MCC would be a cost effective county solution to the general aviation demand problems, he said. Economic and business advantages of general aviation could remain within the county. Mr. Kilmer felt that any consideration of MCC would have to be contingent on the willingness of the county to work out this problem with the Air Force.

Mr. Hodges said that the MCC option would not be considered without a parallel runway and that the spacing requirements for a parallel runway are only 700 to 1,000 feet separation. Mr. Hodges further stated that detailed analysis of MCC was not performed to any lesser or greater extent than any other options within the 10 candidate sites; however, the problems associated with MCC do not seem unresolvable.

Lt. Col. Groninger restated his concern over the safety aspects of operating two runways with different aircraft mixes.

Mr. Hodges said Moffett Field operates two parallel runways at 600 feet separation with 30,000 military operations and 30,000 general aviation operations.

Ms. Simon asked if the letter from the Air Force will state that McClellan is to be dropped from consideration or will it say that McClellan would prefer not to be considered. Lt. Col. Groninger was unsure of the exact content of the letter.

Mr. Caywood said that although a McClellan option might be possible and might have advantage over other options, it is probably best not to consider MCC for joint use.

Mr. Hodges stated that if Metro is not considered an acceptable option by the Board of Supervisors then he would recommend that MCC not be considered either. Both airports would have large/small aircraft mix but if 6,000 foot separation at Metro is locally unacceptable then 1,000 feet at MCC is definitely out of the question.

Mr. Winter supported the MCC option as helping the overall operational viability of the airport.

Mr. Kilmer felt that MCC seems to be the only real in-county alternative for the north area and could be supported on economic grounds.

Lt. Col. Groninger sited potential conflicts with Rio Linda Airport if MCC were to be a large general aviation facility. Additional concern was expressed regarding the overlapping traffic patterns that would result from a parallel general aviation runway.

Ms. Simon said that 4 out of 5 supervisors clearly indicated that Metro should not be considered for joint use. If Hodges & Shutt is going to recommend exclusion of MCC given exclusion of Metro, then debate regarding MCC is pointless. Mr. Hodges said that his impression of the Board meeting gave preference to the exclusion of Metro but did not formally rule it out. Until a definite direction from the Board of Supervisors is passed, Hodges & Shutt believe Metro should be in the top 3 candidate sites and that more detailed substantiation might be warranted. If the Board formally excludes Metro then Hodges & Shutt will drop it from further consideration.

Mr. Kozub said that Hodges & Shutt is following the workscope in that they intend to make recommendations to the Board of Supervisors which express their best professional opinion on the top three choices. Comments from the Department of Airports and the committee may or may not agree with those choices. All recommendations will go to the Board who will select whatever three they feel should be the sites for Phase II analysis.

If Metro and McClellan are discounted by the Board, other choices will be substituted from the site listings to take their place.

Ms. Simon asked if that meant a motion by the Board was required before Metro would be dropped from consideration. Mr. Hodges said that if the Board merely said we don't want it considered, that would be enough to drop it. Ms. Simon said the Board has already said that. Mr. Hodges stated that their impression of the Board's discussion was not to spend much time or money on Metro. Hodges & Shutt has not spent more time on the Metro alternative. However, their job is to provide as much information as possible regarding various alternative sites and let the Board make the decision. Whatever decision is made by the Board will be the direction Hodges & Shutt will follow in Phase II regardless of any Hodges & Shutt opinion.

Mr. Kilmer asked what options are available if Metro is not approved by the Board. Mr. Hodges said they would rank approximately 10 sites. Whatever 3 sites the Board approves will be the ones taken into Phase II.

Lt. Col. Groninger inquired that if the Board of Supervisors can drop Metro from consideration, who can authorize McClellan to be dropped from consideration. Mr. Hodges said the Board of Supervisors can add or drop any site.

Further discussion followed on the merits and various options. Most of the previous positions were restated.

Ms. Simon asked if the original work program which was to narrow the alternatives to 3 top choices is still a valid work program given the political input to date. Ms. Simon was concerned that existing private airports have only been studied regarding planned or programmed development and not to the maximum feasible development of the county airport system beyond whatever top 3 choices are selected.

Mr. Joule said that the existing workscope can analyze any three sites and recommend development options within those three sites to jointly accept levels of demand.

Mr. Kilmer asked what are the implications of studying choices 1-2-3 if Metro is not one of the choices and 1-2-3 cannot meet the demand. Mr. Joule said that if 1-2-3 cannot meet the demand then the workscope would have to be redefined, if all the demand is to be met, although Mr. Joule advocated completion of the study without a workscope change.

Mr. Schenken asked which airports would be considered in lieu of Metro and McClellan. Mr. Hodges listed Lincoln, Rancho Murietta, Sunset Sky ranch and Natomas. It was noted that Natomas was originally excluded because Metro had more to offer than Natomas within the same geographical area. Mr. Hodges emphasized that the Board also resisted consideration of Franklin Field as well as any new airport site.

Mr. Schenken asked whether Lincoln, Rancho Murietta, Sunset Sky ranch and Natomas could accommodate all the demand. Mr. Hodges said this was unknown. Mr. Kilmer noted that Lincoln would take all the demand.

Mr. Schenken felt that a common sense answer would be for each airport to share the demand. Mr. Joule said that the workscope would not have to be changed to make those kind of decisions.

Ms. Hunter asked what additional work would be required to do a systems study for Sacramento County. Mr. Hodges could not give a definitive answer but estimated 3 to 6 months. No dollar amounts were estimated.

Ms. Simon called for an end to discussion and requested a motion in answer to the City Council directive on a committee vote of the top 10 candidate sites.

Mr. Hodges said there is no significance to the number "10" other than that is where we were when the Board asked for a status report. The City Council has however asked for a vote on 10 sites. Mr. Hodges then recommended the substitution of Natomas for new Site K. This would add Natomas to the list and remove a new site near Metro which has only minor attractiveness. This recommendation was well received by the committee.

A motion (Hunter, Schenken) to approve the 10 sites previously listed with the substitution of Natomas Airpark for new site K and that if Metro or McClellan is removed from consideration by the Board of Supervisors and City Council, that they consider renegotiating the work program to include a systems analysis.

Discussion followed on separating the two parts into two separate motions. This was generally rejected. Discussion on recommending a system workscope change in the event Metro or McClellan are eliminated was largely supported on the basis that many smaller airports would be needed to satisfy demand beyond any other 3 county airport sites.

The motion was reread and passed by unanimous vote of those present. (Caywood, Goetz, and Woods absent)

3. Consultant Status Report - Phase I & II (General Plan)

Mr. Hodges said that development of a Phase I document has been on hold for the past four weeks because of the City Council and Board of Supervisors status reports. Mr. Kilmer asked how this has effected the schedule time table. Mr. Hodges indicated a 3 to 4 week slippage. New target date for the Phase I report is October 30, 1981.

4. Procedure and Scheduling for Presenting Phase I Recommendations to the Board of Supervisors, City Council, and Planning Commission

Mr. Kozub said that when the Department of Airports receives the Phase I report, they will distribute it to committee members, various City and Cuncy departments, City Council, Board of Supervisors and others as appropriate. The City and County Planning Commissions will receive the report and be given a presentation as an information item to keep them advised of the study progress.

The City Council will then hear the Phase I report and make recommendations to the Board of Supervisors. The Board of Supervisors will ultimately provide the policy guidance and site alternatives to be carried into Phase II analysis.

Mr. Kozub said the process will take about 2-1/2 to 4 weeks to complete all meetings.

Ms. Woolley expressed concern that the committee should have an opportunity to read and discuss the Phase I report before it goes to the planning commission. Mr. Kozub said this could be done during the next committee meeting.

Mr. Kilmer asked when the committee would be advised of the schedule of meetings. Mr. Kozub said that as soon as they are confirmed, a listing would be mailed to all committee members.

Mr. Kilmer asked who would be making the various presentations. Mr. Kozub said that the planning commission meetings were not part of the original workscope and, as such, Hodges & Shutt are not required to appear. City and County staff will probably be making the formal presentation. Committee members could make a presentation if desired. Hodges & Shutt and ESA will give the presentation at the Council and Board level. Committee and staff input would also be expected at the meetings.

Ms. Parke stated that, with respect to the City Planning Commission, the Planning Director will want to make the decision regarding whether or not to call in the consultants and whether or not it is even appropriate to place the matter before the City Planning Commission. Mr. Lake concurred and said he would report back to the committee after he talks to the Planning Director.

Ms. Simon said that the reports to the planning commissions are not required but would be beneficial as a courtesy and as an information item.

5. Consultant Status Report - Phase I & II (Environmental)

Mr. Kozub gave the Environmental Science Associates status report because there was no specific need to have the environmental consultants attend this meeting.

ESA's work within Phase I is complete. Representatives attended both public meetings/workshops and have gathered the necessary environmental input material to comply with CEQA requirements.

Further effort in Phase I will be limited to review and comment on any documentation prepared in support of Phase I.

Phase II work will commence upon Board of Supervisors approval of the airport sites. The first actions by ESA in Phase II will be to attend a scoping meeting with the Environmental Impact Section.

Mr. Tom Lindenmyer who has been the ESA project manager has left ESA to work for the East Bay Regional Parks District in the San Francisco Bay area. Mr. Bruce Campbell has been assigned to replace Mr. Lindenmyer.

NEW BUSINESS

1. Mather Air Force Base Representative

Mr. Kozub reported that Lt. Col. Joseph Driscoll has been assigned to take the place of Lt. Col. Dan Weber as Mather Air Force Base representative. Lt. Col. Joseph Driscoll is expected to be at the next committee meeting.

2. Aviation Sub-Element To The City General Plan

Ms. Parke discussed the purpose and content of the proposed aviation sub-element of the City of Sacramento General Plan. The aviation sub-element outline was previously mailed to committee members. General consensus was that the sub-element outline was sufficiently comprehensive to satisfy city planning requirements.

3. Voting Rights of Ex-Officio Members

Mr. Kozub raised the question of allowing ex-officio members voting rights on various issues that come from this committee. The rationale was that if the ex-officio members are important enough to attend monthly meetings for the purpose of providing specialty input, then they should also be important enough to have voting right privileges.

No action by the committee was requested other than to give the suggestion some thought and it could be explored at the next meeting.

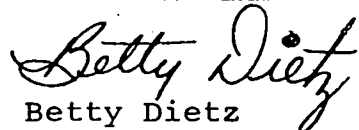
Ms. Simon suggested that representation from Lincoln Airport might be beneficial if Lincoln Airport is one of the top three sites chosen by the Board. Expanded representation and voting status would have to be approved by the City Council and Board of Supervisors upon recommendation from the committee.

Mr. Schenken inquired about representation from the other private airports within the County. Mr. Kilmer has been in contact with these airport owners. To date, they have not expressed an interest in attending the meetings.

The committee agreed to invite other airport representation after the Board approved the top airport sites at the end of Phase I.

ADJOURNMENT

There being no further business, the meeting was adjourned at 2:40 p.m. The next meeting of the Reliever Airport Committee is scheduled for November 17, 1981, 12:00 noon, in the Conference Room at Executive Airport.



Betty Dietz
Recording Secretary

Attachment



CITY OF SACRAMENTO
CALIFORNIA

OFFICE OF THE
CITY MANAGER

October 8, 1981

DIRECTOR OF PUBLIC WORKS
DATE _____
CITY HALL
915 I STREET - 95814
(916) 449-5704
C. _____

Sacramento County Board of Supervisors
700 H Street
Sacramento, CA 95814

Honorable Members:

The City Council, at its meeting of October 6, 1981, received a status report on the Reliever Airport Study and has asked me to convey to you their concerns.

First, the Council asks that you not act on the reduction from twenty alternative sites to ten until the Reliever Airport Committee has had the opportunity to review that recommendation from the aviation planning consultant, Hodges & Shutt. A preference was stated for having an approving motion from the Committee on this matter.

Second, the Council requests that prior to action by your Body to further reduce the range of alternatives from ten to three or four:

1. The Reliever Airport Committee be afforded an opportunity to comment on that proposal, and
2. The matter be brought back to the City Council, together with the Reliever Airport Committee's recommendation and a statement of the criteria and evaluation techniques which were used to arrive at the proposal, so that the Council may then make a recommendation to your Body.

It was also the Council's expressed desire that I reiterate their continuing wishes to cooperate in good faith on all aspects of this project, from their original agreement to share equally in the local cost for hiring the consultants, through the appointment of members to the Reliever Airport Committee, and the rendering of other assistance that they may be able to give.

Sincerely,

Walter J. Slipe
City Manager

cc: Brian Richter
~~George McLaughlin~~
Karolyn Simon
Marty Van Duyn
City Council
Dave Hodges, Hodges & Shutt

RELIEVER AIRPORT COMMITTEE

Karolyn Simon, Chairperson
 1400 45th Street
 Sacramento, CA 95819
 Bus: 457-4044
 Res: 453-8672
 Environmental Council of Sacramento

Barbara Goetz
 8041 Ravine Court
 Fair Oaks, CA 95628
 Bus: 363-7395
 Res: 961-9842
 Member at Large (County)

Grant Caywood
 1435 Alhambra Blvd.
 Sacramento, CA 95816
 Bus: 452-7421
 Res: 421-5973
 Sacramento Metropolitan Chamber of Com.

Nancy Woolley
 3200 Clairidge Way
 Sacramento, CA 95821
 Res: 489-4992
 League of Women Voters

Russ Kilmer, Vice Chairperson
 3801 Airport Road
 Sacramento, CA 95834
 Bus: 929-0885
 Res: 927-9133
 Sacramento Area Joint Aviation Council

Christine Hunter
 918 Mission Way
 Sacramento, CA 95819
 Bus: 443-5853
 Res: 451-5056
 Member at Large (City)

Howard H. Winter
 9161 Locust Street
 Elk Grove, CA 95624
 Bus: 685-2727
 Res: 685-9780
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